

DESIGN-BUILD

301 - GREYCLIFF REST AREA

The Montana Department of Transportation is soliciting construction and design services for the
GREYCLIFF REST AREA - CALL 301 Design-Build project.

UPDATED SCHEDULE OF EVENTS

DATE	EVENT
July 16, 2012	RFQ Advertisement Date
August 3, 2012	SOQ Response Due Date
August 23, 2012	Short List Date
August 24, 2012	RFP Issue Date
August 29, 2012	Written Question Deadline for the Pre-Proposal Meeting - 3:00 p.m. local time
September 4, 2012	Pre-Proposal Meeting (1:00 to 3:00 p.m. in the 2nd Floor Commission Room, MDT Building, 2701 Prospect Avenue, Helena, MT)
September 28, 2012	Technical Proposal Due Date by 11:00 a.m. local time
October 15, 2012	Online Q&A Forum Closes at 5:00 p.m. local time
October 19, 2012	Bid Price Proposal Due Date by 11:00 a.m. local time
October 19, 2012	Public Bid Price Proposal Opening at 11:00 a.m. in the 2nd Floor Commission Room, MDT Building, 2701 Prospect Avenue, Helena, MT
October 23, 2012	Final Selection Date
October 23, 2012	Anticipated Award Date
November 13, 2012	Anticipated Notice to Proceed Date

RFQ & ATTACHMENTS

Clarification:

Submitted: Mon, 23-Jul-2012 11:30 MDT

HKM cannot propose as a prime civil or for the Geotech portion of the contract. HKM is retained to assist MDT with construction engineering on the project, therefore, their company cannot be part of a Design Build Firm.

Clarification:

Submitted: Wed. 15-Aug-2012 13:00 MDT

The Short List date and RFP Issue date have been delayed. All Firms who submitted a Statement of Qualifications will be notified as soon as the Short List is posted on MDT's website. All future dates will be adjusted accordingly.

Clarification:

Submitted: Thu, 23-Aug-2012 15:45

The Ranked Short List for the Greycliff Rest Area Design/Build project is as follows:

GREYCLIFF REST AREA Design-Build Project
IM 90-7(90)380 [CN 6870]

1 - Diamond Construction/Bjerke Architects/WGM Group/Millennium
Engineering/Ames Engineering/Design 3/
Pioneer Technical Services

2 - Dick Anderson Construction/CWG Architects/Stahly Engineering

3 - Swank Enterprises/CMG Construction/Collaborative Design
Architects/Morrison Maierle Inc.

Clarification:

Submitted: Tue, 28-Aug-2012 11:25 MDT

The design files for the requested project are posted on the MDT FTP site for your use at:

DESIGN FILES

The requested files do not represent the staked project, but are only design files. The Department cannot guarantee the accuracy of the electronic data, particularly as it may be called up by your computer, nor does any data in these files supersede the data in the contract documents.

In addition, the Department will not make any revisions to the electronic files pertaining to the staked project, change ordered work, or changes that are made during construction to fit field conditions.

Clarification:

Submitted: Wed, 29-Aug-2012 13:52 MDT

The link to the updated Materials Manual index can be found at the following link:

MATERIALS MANUAL

Clarification:

Submitted: Thu, 06-Sep-2012 16:55 MDT

As-builts for the original construction of the rest area can be found at the following link:

AS-BUILTS

Clarification:

Submitted: Fri, 07-Sep-2012 14:00 MDT

Attached are the meeting minutes from the Pre-proposal Meeting for the Greycliff Rest Area:

PRE-PROPOSAL MEETING MINUTES

Clarification:

Submitted: Tue, 18-Sep-2012 15:40 MDT

Attached is the Updated Schedule of Values (SOV). The Successful Firm must submit a complete Updated Schedule of Values to MDT for approval within 14 calendar days after Contract Award. The SOV contains bid items that may not be applicable to this project. Only provide a quantity and unit price for items the Firm will utilize for this project. Item numbers and descriptions are locked for consistency. However, if additional bid items are necessary, contact the Design Build Engineer.

SCHEDULE OF VALUES

Clarification:

Submitted: Mon, 01-Oct-2012 08:20 MDT

The Final Selection Date and Award Date are changed from October 23, 2012 to November 1, 2012 to meet the Transportation Commission's meeting date. The Notice to Proceed Date will remain November 13, 2012.

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Submitted: Wed, 18-Jul-2012 13:55 MDT

Company: SK Geotechnical

Contact: Cory Rice

Question:

The RFQ, page 4, does not list the Geotechnical Engineer as one of the required key personnel to be listed.

Can the Geotechnical Engineer be on multiple teams?

Answer:

Submitted: Fri, 20-Jul-2012 11:25 MDT

Yes, a Geotechnical Engineer could be on multiple teams. Only the contractor, design professional, and key personnel cannot team with other firms.

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Submitted: Wed. 01-Aug-2012 14:22 MDT

Company: WGM Group

Contact: Ryan Salisbury

Question:

In regards to the Greycliff Rest Area Design Build RFQ, is there enough existing right-of-way to accommodate the Phase I Concept layout provided with the RFQ? It is our assumption that no additional right-of-way would need to be acquired to accommodate the footprint shown in the concept drawings provided with the RFQ.

Answer:

Submitted: Fri, 03-Aug-2012 11:25 MDT

Yes

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Submitted: Wed, 29-Aug-2012 10:22 MDT

Company: Stahly Engineering

Contact: Byron Stahly

Question:

The RFP states "Do not abandon or remove the existing 4 inch RV sewer line as indicated in the attached conceptual plans". Portions of this line conflict with new wastewater facilities. Please clarify the extent of the RV line not to be abandon or removed.

Answer:

Submitted: Wed, 29-Aug-2012 13:55 MDT

Only remove the RV sewer line when in conflict with the new wastewater facilities.

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Submitted: Wed, 29-Aug-2012 13:59 MDT

Company: Stahly Engineering

Contact: Byron Stahly

Question:

1) Sheet 4 of the Phase 1 Conceptual Site Layout plans, under GRADING states "prel grading design indicates... of the proposed building site". Are preliminary grading plans or retaining wall plans available?

2) Same sheet under ON-RAMP: Please site the reference for the stated 625-ft (truck) required ramp length.

Answer:

Submitted: Thu, 30-Aug-2012 12:57 MDT

1) No, all the design plans are included in the attachments to the RFP or placed on the Q&A.

2) The upper speeds noted in the design assumption tables represent the highway design speed, and not the final vehicle speed. The reported lengths in the tables are based on the highway design speed as listed in MDT's Traffic Engineering Manual, Section 29, Figure 29.5I "Lengths for Acceleration (Passenger Cars)" and Figure 29.5K "Lengths for Acceleration (200 lb/hp Truck)".

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Submitted: Thu, 30-Aug-2012 08:56 MDT

Company: SK Geotechnical

Contact: Cory Rice

Question:

Is a traffic report available from MDT that indicates the design ESALs to be used for pavement areas.

Answer:

Submitted: Tue. 04-Sept-2012 12:40 MDT

Use mainline traffic data. See Attachment. (ESAL is the EAL value)

TRAFFIC DATA ESAL

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Submitted: Thu, 30-Aug-2012 12:28 MDT

Company: Stahly Engineering

Contact: Byron Stahly

Question:

There are existing historical info signs and interpretive signs at each rest area. Does MDT want these signs incorporated into the project?

Answer:

Submitted: Tue, 04-Sep-2012 12:45 MDT

As stated in the RFP, the existing historical signs and posts will be removed and salvaged by the Firm to the Big Timber Maintenance Yard. MDT will provide 3 new historical signs for each site. MDT will provide the sign posts, frames and signs and the Firm will install the historical signs.

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Submitted: Mon, 10-Sep-2012 11:44 MDT

Company: Morrison-Maierle, Inc.

Contact: John Pavsek

Question:

The RFP establishes a 65 page limit for Section IV-Project Understanding and Approach. After reviewing the Technical Proposal requirements, in order for us to clearly convey to MDT our technical design approach, the project issues and challenges, explain our innovations/alts/options, develop the plans package (Site design, wastewater design, and architectural plans), we respectfully request the maximum page limit for this section be adjusted to 120 pages. We are aware that MDT has increased this section page count on at least three past projects for these same reasons. Thank you for considering this request.

Answer:

Submitted: Mon, 10-Sep-2012 12:37 MDT

The maximum allowed pages for Section IV is changed from 65 to 120.

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Submitted: Wed, 12-Sep-2012 08:34 MDT

Company: CWG Architects

Contact: Tony Perpignano

Question:

What is the existing capacity of the electrical service at Greycliff?

Answer:

Submitted: Fri. 14-Sep-2012 9:45 MDT

The existing service is either 150 or 200 amp to each site. Provide new 400 amp service to each building with new lines from the electric service box mounted on the R/W fence behind each building.

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Submitted: Wed, 12-Sep-2012 09:33 MDT

Company: SK Geotechnical

Contact: Cory Rice

Question:

Neither the as-builts or geotechnical report provided indicate the existing PMS or CAC thicknesses. Was the parking and ramp construction part of a separate interstate project and are as-builts available that show this information.

Answer:

Submitted: Fri. 14-Sep-2012 12:45 MDT

Updated: Mon. 17-Sep-2012 9:00 MDT

As-builts showing the existing depth of PMS and CAC for the parking areas and the ramps are not available. ~~It was~~

~~assumed the~~ The successful DB Firm ~~would~~ will develop a new surfacing section for the reconfigured parking areas.

If the existing parking areas are utilized in the Firms design, the Firm will need to verify the existing conditions to meet the design requirements in the RFP.

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Submitted: Wed, 12-Sep-2012 13:35 MDT

Company: Bjerke Architects

Contact: Noelle Davis

Question:

The RFP states that all interior walls are to be burnished block, and all exterior walls to be precast concrete or concreteblock. Is there an acceptable alternative interior finish allowed in the mechanical and storage rooms, such as CMU with a furred out plywood finish?

Answer:

Submitted: Fri, 14-Sep-2012 08:37 MDT

All interior public walls are to be burnished block. Non-public walls can be furred out and finished with plywood, waterproof sheetrock or any other approved sheeting material. A break is required between any non-concrete wall covering material and the concrete floor to prevent wicking of water and vinyl base will be required.

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Submitted: Wed, 12-Sep-2012 15:20 MDT

Company: Stahly Engineering

Contact: Byron Stahly

Question:

Right of way coordinate data is listed as a requirement for the DCCP. Does MDT simply want coordinate call-outs from the existing drawings and monument locations that have been provided, or do we need to plan on surveying the existing R/W?

Answer:

Submitted: Fri. 14-Sep-2012 14:35 MDT

Right of Way Coordinate Data is listed as an "anticipated plan sheet required to complete the roadway components

of the project." It is up to the Firms design to determine which plan sheets are necessary to complete the project.

An R/W retracement was not performed. The fence line is considered to accurately depict the existing R/W.

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Submitted: Thu, 13-Sep-2012 10:34 MDT

Company: CWG Architects

Contact: Tony Perpignano

Question:

In all past projects that we have worked on with MDT it was acceptable to use durable materials like metal

side in areas up high or in low impact areas away from foot traffic in lieu of CMU or Precast on the entire

wall surface. This practice lowers overall costs to the project at no significant reduction in durability.

Is this an option?

Answer:

Submitted: Fri, 14-Sep-2012 08:35 MDT

Yes it is fine to use alternate products above the 8' level.

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Submitted: Fri, 14-Sep-2012 09:55 MDT

Company: WGM Group

Contact: Loran Frazier

Question:

The RFP states, provide new interstate rest area signage for both eastbound and westbound. Does this include

all advance signing along the interstate? If so could MDT make available the as-built information from the Interstate

Sign Upgrade project or a list of sign size, type, locations, and bases that need replacement?

Answer:

Submitted: Wed. 19-Sep-2012 9:15 MDT

Yes, it includes all advance signing. Only sign faces will be replaced as part of this project.

The following sign faces will need to be replaced:

Rest Area Sign, sign # IS-5, Eastbound Location RP 378.61, Westbound Location RP 378.71 Rest Area Next Right,

sign # IS-4, Eastbound Location RP 378.18, Westbound Location RP 379.05

Changeable Message Panel, sign #

IS3-P, Eastbound Location RP 378.18, Westbound Location RP 379.05 Rest Area 1 1/2 Miles, sign # IS3-7,

Eastbound Location RP 376.99 Next Rest Area 40 Miles, sign # IS6-20,

Eastbound Location RP 376.99

Rest Area 2 Miles, sign # IS3-1, Westbound Location RP 380.80 Next Rest Area 76 Miles, sign # IS6-20,

Westbound Location RP 380.80 ADA Sign, sign # D9-6, Eastbound Location RP 376.99 & RP 378.18,

Westbound Location RP 379.05 & 380.80

SIGN DIMENSIONS

Attached is a pdf file with the sign descriptions and dimensions.
The As-Built Plans for the signing project are 229 pages long, so they will not be posted via this forum.

Design Build Firms are welcome to contact the Design Build Engineer to receive a copy of the As-Built Plans.

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Submitted: Mon, 17-Sep-2012 16:11 MDT

Company: CWG Architects

Contact: Tony Perpignano

Question:

On past rest areas we were required to put a concrete strip around the perimeter of the buildings for maintenance purposes. I may have missed this but I did not see this in the requirements.

Question: Is this required? If so is there a specific width that MDT would like?

Answer:

Submitted: Wed. 19-Sep-2012 9:20 MDT

There is no requirement for a concrete strip around the buildings in the RFP. The need for a concrete strip around the perimeter of the buildings is dependent on the Firms design.

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Submitted: Tue, 18-Sep-2012 09:31 MDT

Company: Bjerke Architects

Contact: Noelle Davis

Question:

In regards to the following question and answer, is the acceptable alternative finish above 8' allowed on the interior of the building as well as the exterior?

Question:

In all past projects that we have worked on with MDT it was acceptable to use durable materials like metal side in areas up high or in low impact areas away from foot traffic in lieu of CMU or Precast on the entire wall surface.

This practice lowers overall costs to the project at no significant reduction in durability. Is this an option?

Answer:

Submitted: Wed. 19-Sep-2012 9:22MDT

Yes, alternative products are allowed above 8 feet on both the interior and exterior.

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Submitted: Fri, 21-Sep-2012 10:04 MDT

Company: Morrison-Maierle, Inc.

Contact: John Pavsek

Question:

The RFP requires inflow water and wastewater effluent usage meters.

1) Is the intent of these meters to produce daily, weekly, or monthly consumption/effluent rates? Please clarify how the metered flows will be used by the Department.

2) Does the irrigation well at the eastbound site need to be metered?

3) Is it necessary to provide effluent meters for each individual RA site or is one meter at the advanced wastewater treatment site acceptable?

Answer:

Submitted: Tue. 25-Sep-2012 10:55 MDT

Install water usage flow meters at each rest area building to enable the recording of daily flows (gallons).

Irrigation flow is not to be measured.

Install one flow meter with the advanced wastewater treatment system to measure total wastewater effluent (gallons).

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Submitted: Mon, 24-Sep-2012 16:58 MDT

Company: Morrison-Maierle, Inc.

Contact: John Pavsek

Question:

Would the Department increase the page limit in Section V (Other Information and data) to 40 pages?

Answer:

Submitted: Tue. 25-Sep-2012 10:55 MDT

The maximum allowed pages for Section V is changed from 20 to 40.

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Submitted: Wed, 26-Sep-2012 16:49 MDT

Company: Dick Anderson Construction

Contact: Marty Schuma

Question:

Section V is for other information and data demonstrating the ability of the Firm to provide the desired services.

How much data and information is MDT looking for? 215 pages seems more than enough to provide the information requested in the RFP.

Please verify that Section V cannot be used to supplement other Sections and that Section V is not considered in the scoring criteria.

Answer:

Submitted: Thu, 27-Sep-2012 9:15 MDT

Section V cannot be used to supplement other Sections of a Firm's Technical Proposal and Section V is not considered in the scoring criteria.